

REMARKS

Favorable consideration of this patent application, as presently amended and in light of the following discussion, is respectfully requested.

Claims 24,28,34, and 35 have been rejected as being indefinite under 35 USC 112; Claims 20,24,28,29,34, and 35 have been rejected as being anticipated by **McIntosh** under 35 USC 102; and Claims 25,26, and 30-33 have been objected to as containing allowable subject matter but being dependent from rejected parent claims. Claims 34 and 35 have been cancelled, new Claims 36 and 37 have been inserted, and consequently, Claims 20,24-26,28-33,36, and 37 are now active in this patent application.

The interview held with Examiner Yeagley is hereby

acknowledged and sincerely appreciated as a means for expediting the prosecution of this patent application toward allowance. In connection with the rejection of Claims 20,24,28, 29,34, and 35 as being anticipated by McIntosh under 35 USC 102, new Claims 36 and 37 were respectfully deemed to patentably define over such reference in light of the fact that the hitch connector extends transversely and is now properly claimed as such. Accordingly, these amendments to the claims which have now been implemented within new Claims 36 and 37 are now deemed to place the application in condition for allowance. Particular ones of the dependent claims have also been amended accordingly so as to reflect the correct dependency of such claims with respect to new Claims 36 and 37.

In addition, Claims 24 and 28 have been amended so as to properly recite the fact that the first mounting bracket means is operatively connected to said tow bar means.

Still further, in accordance with the examiner's

request, the title of the invention has been amended so as to more accurately reflect the particular invention being claimed within this patent application.


Lastly, the lead lines associated with various reference numbers which appear within **FIGURES 3,4, and 8-12** have now been extended so as to more accurately indicate the particular structural components of the vehicle and hitch mechanism. Accordingly, amendments to the noted drawing figures are attached hereto.

In connection with the drawings, it is also noted that **FIGURE 2** has not been amended as being labeled **PRIOR ART** in view of the fact that the pavement marker illustrated in **FIGURE 2** is in fact the current pavement marker being dispensed by means of the apparatus disclosed within **FIGURES 3-12**. It is also respectfully noted to the examiner that the **Christensen et al.**, as noted by the examiner, comprises a

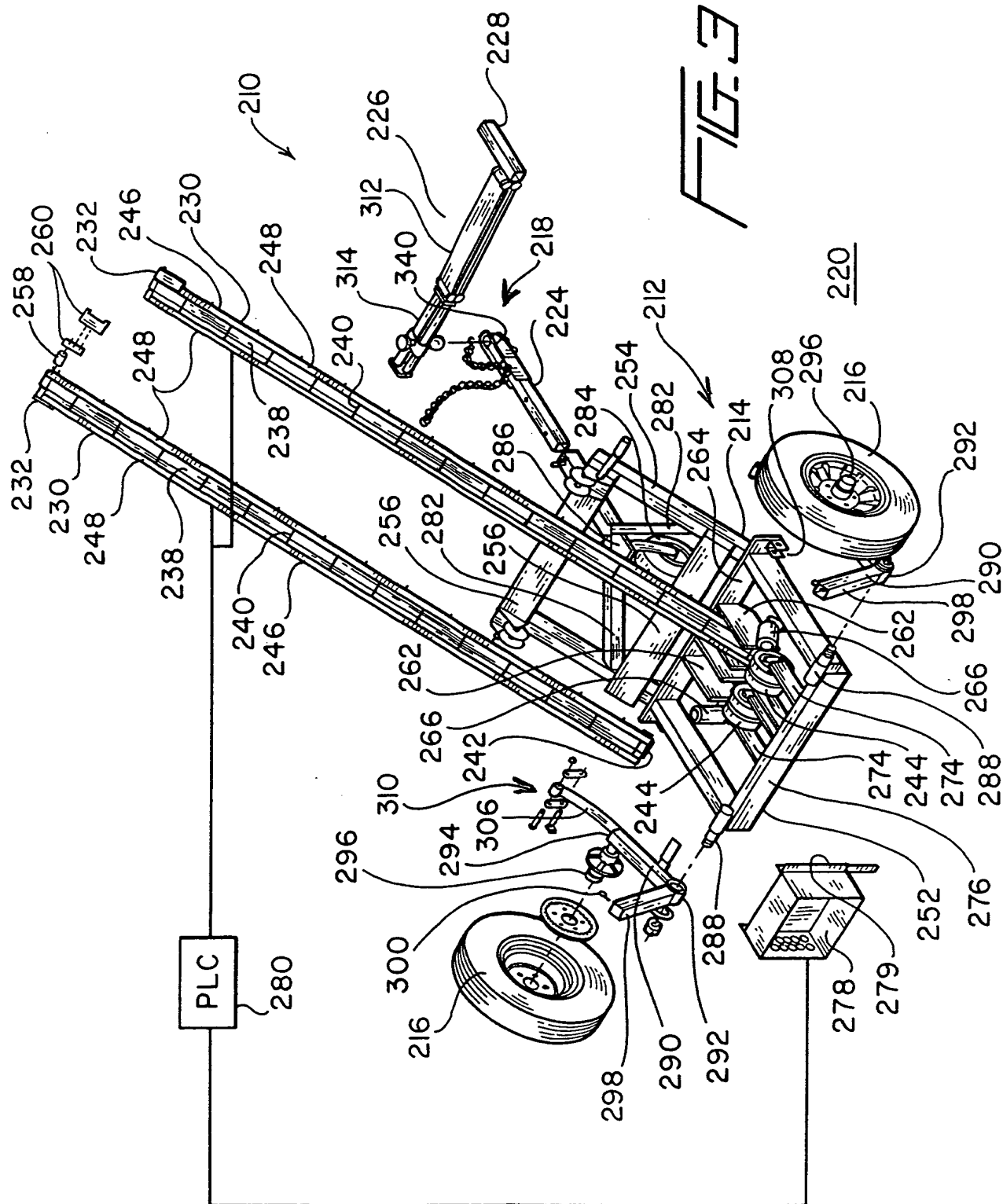
patent which is commonly owned by the assignee of the present patent application.

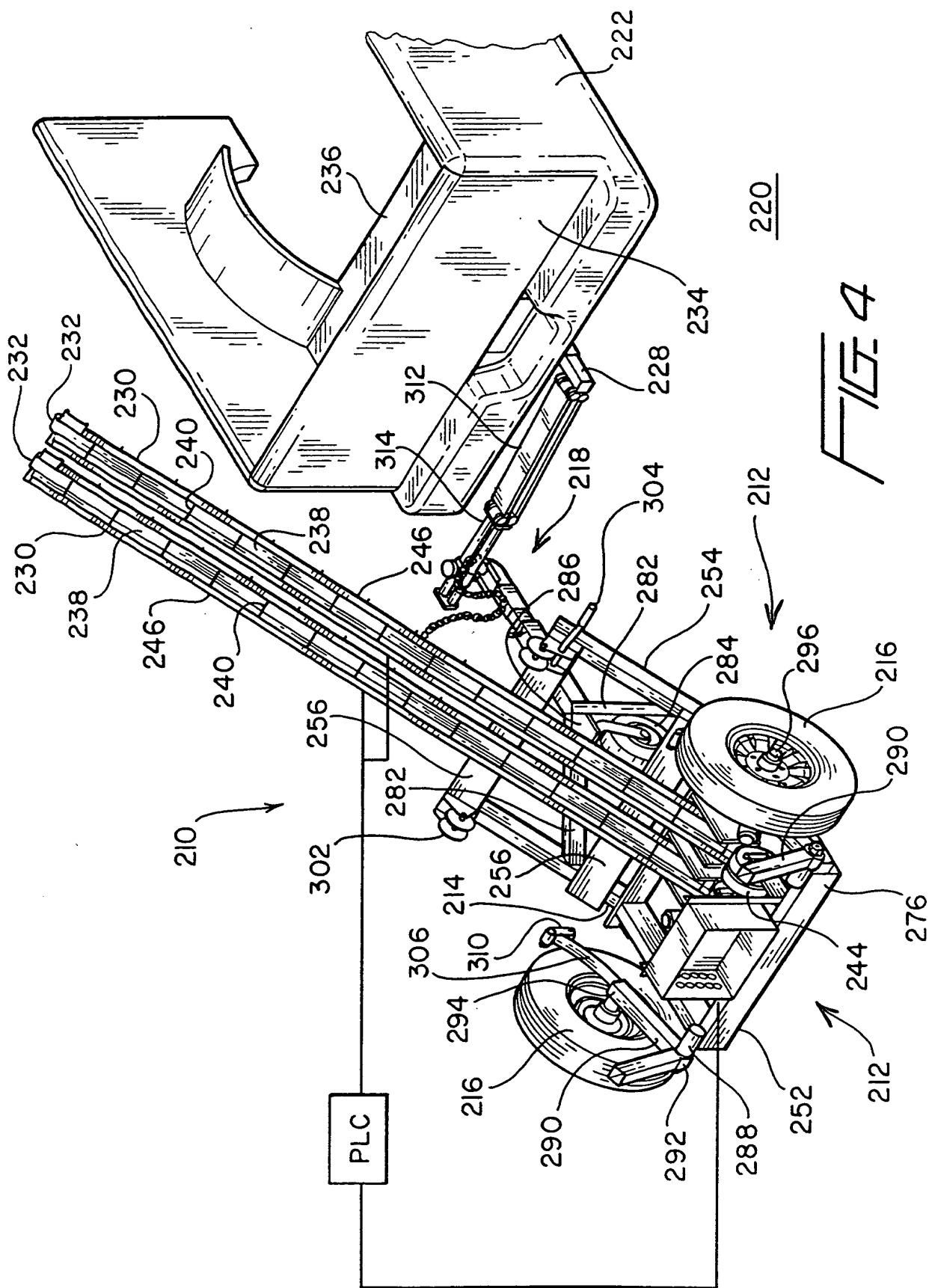
In light of the foregoing, it is submitted that this patent application is now in condition for allowance, and therefore, an early and favorable action to this effect is now anticipated and awaited.

Respectfully Submitted,
SCHWARTZ & WEINRIEB



Steven W. Weinrieb
Attorney of Record
Registration No. 26,520
(703) 415-1250





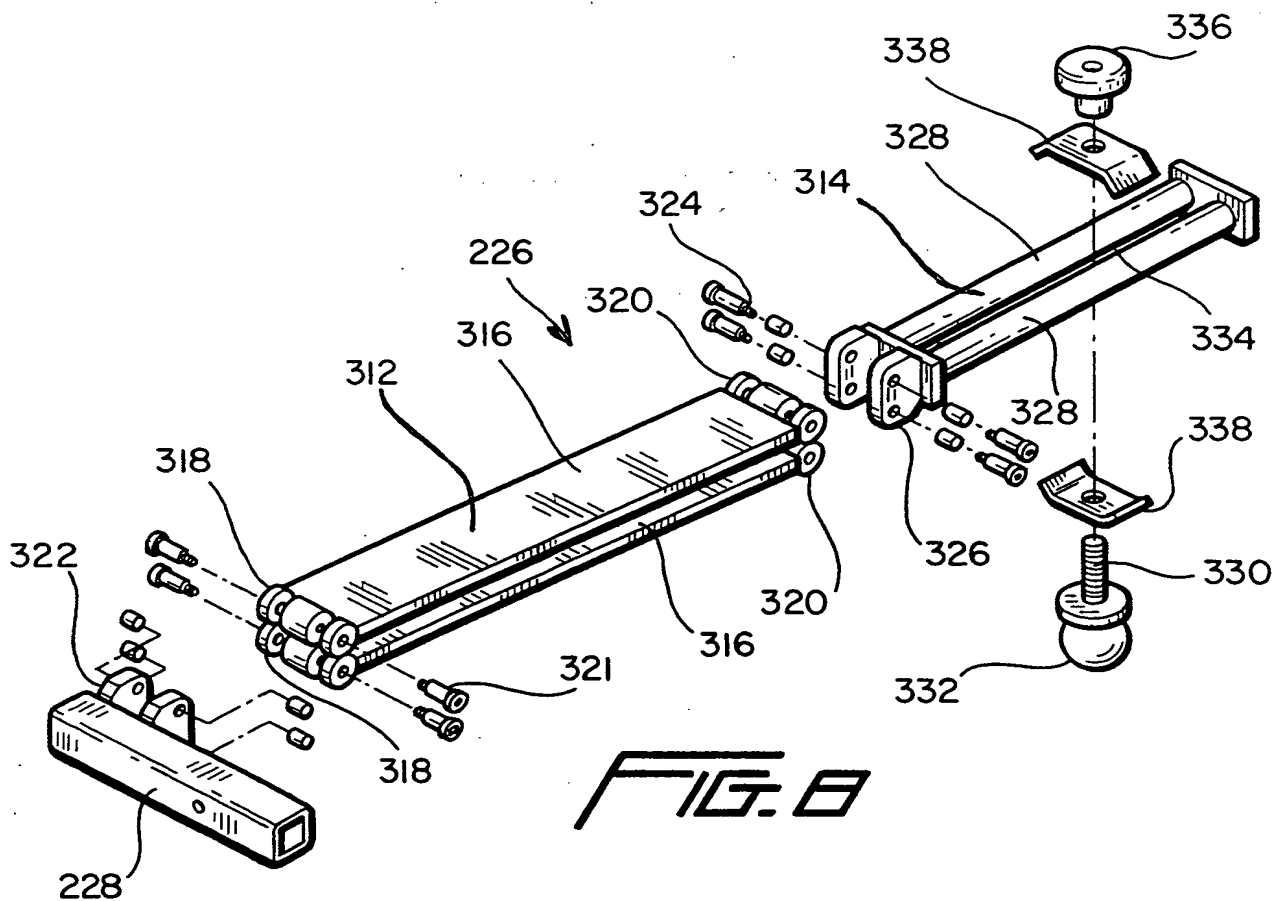


FIG. 8

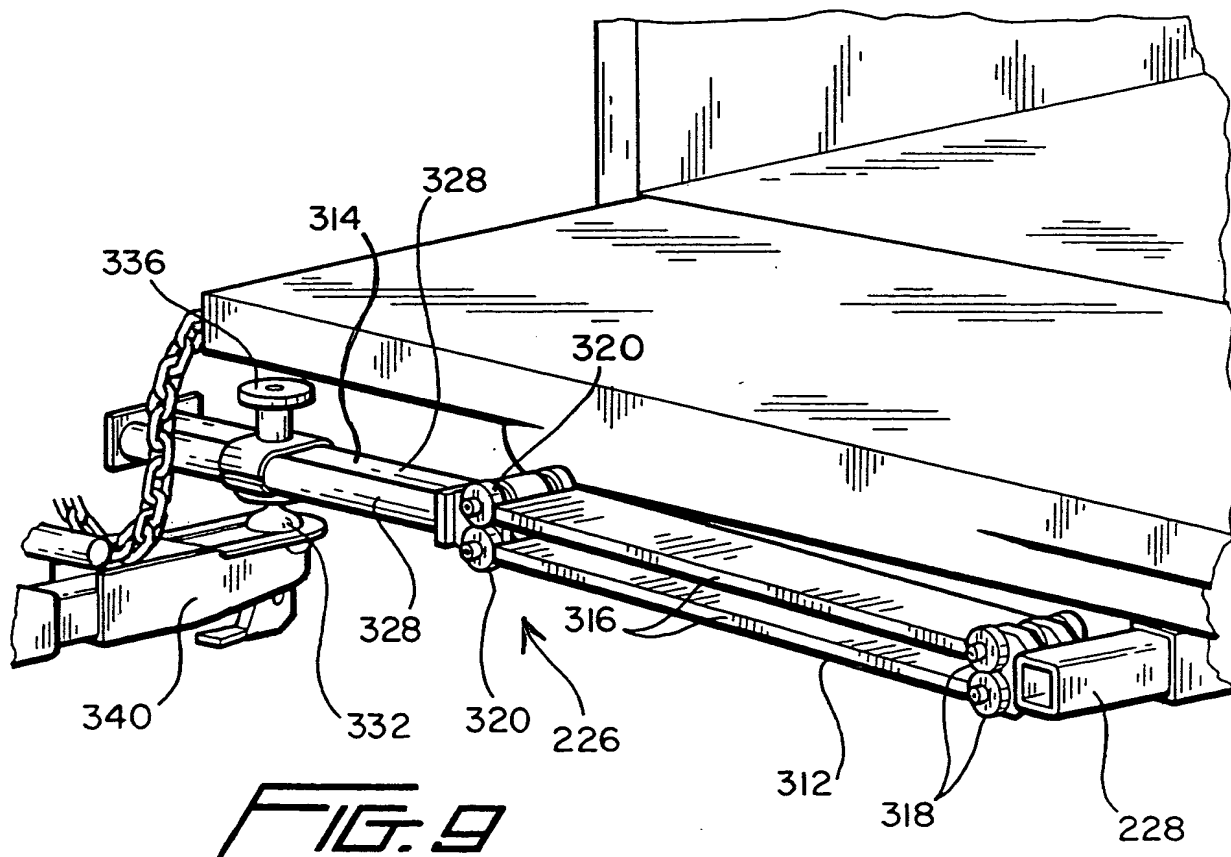
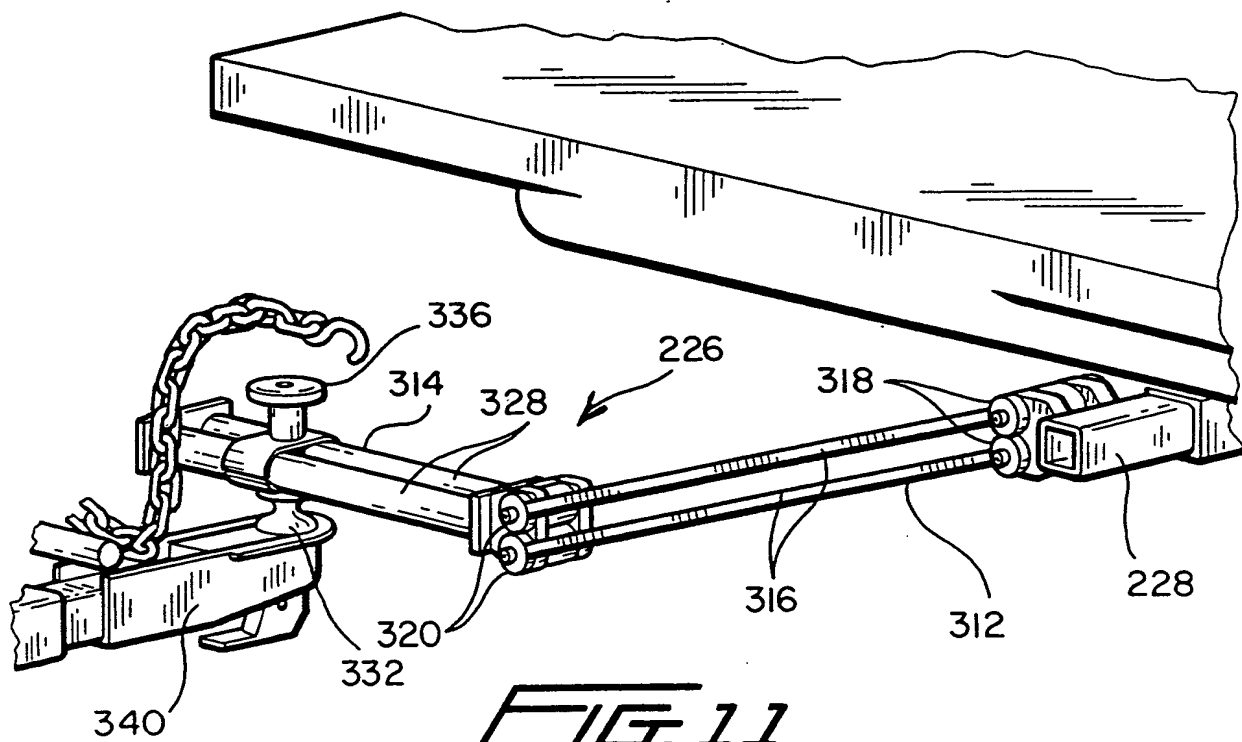
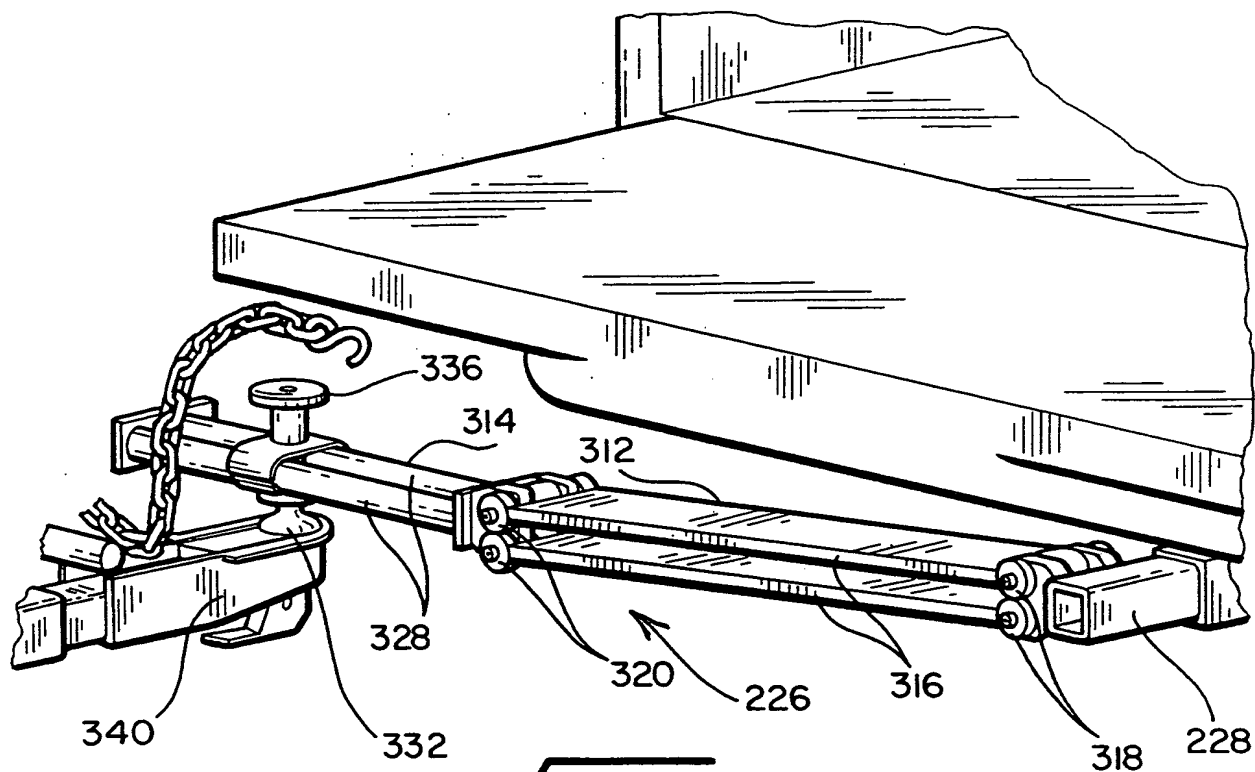


FIG. 9



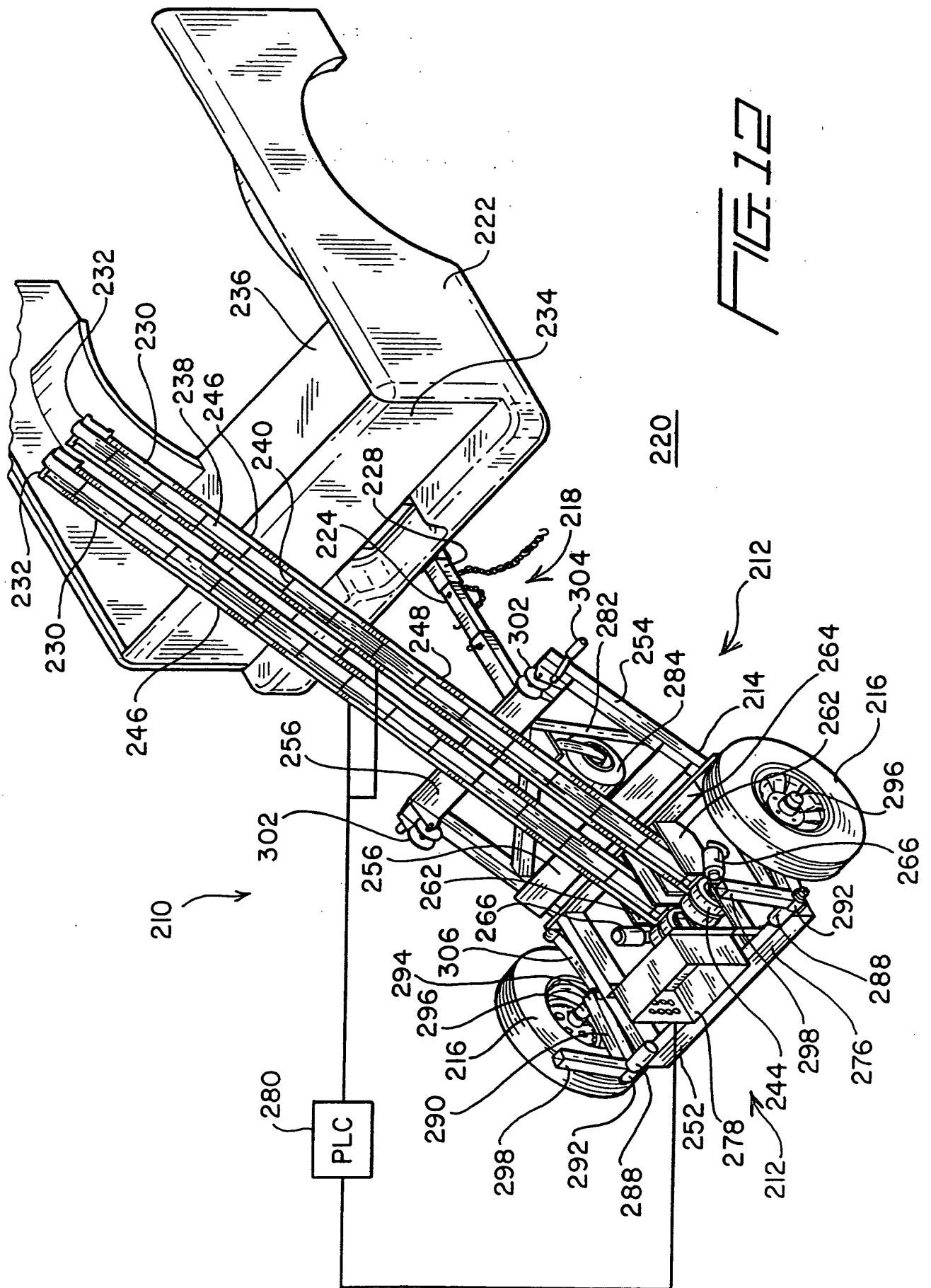


FIG. 12